



SAS Superstructure

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:48 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 291 Const Calendar Day: 595 Date: 26-Apr-2011 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:30 am 06:30 pm Break: 00:00 Over Time: 04:00

Federal ID:

Location:

Reviewer: Mathur, Lalit

Approved Date:

Status: Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature 7 AM 50 - 60 12 PM 50 - 60 4PM 50 - 60

Precipitation 0.00"

Condition Partly overcast with moderate winds

Working Day ☒ If no, explain:

Diary:

Dispute

Work description.

- Monitored the grouting operation for the W2E and W2W west deviation saddle grout pads and resolved any pertinent issues related to the operation. The following should be noted for this operation:

- 1.) The quality of the grout appeared to be good as mixing was consistent and dependent on the temperature. Large clumps of grout were observed coming down the Ready Mix truck chute at times which was filtered with the screen on the hopper.

occurred
Similarly
at the W2E west deviation saddle formwork, one on the top and one on the bottom.

at the W2W west deviation saddle forms the leaks/blowouts occurred at the top in the same location both times, see photos and comments below for more details. After the first leak (worst out of the four) in the W2E forms the grout depth was monitored. This was done in an attempt to ensure that the grout was consolidated and properly placed.

- Responsible for making grout cubes and assisting Smith Emery technicians Joel and Sal with grout tests.
- See Abbas Iranmanesh and Lalit Mathur's diaries for more details regarding ABF, Conco, and Pleasanton Ready Mix's equipment, labor, and operations for both the W2E and W2W west deviation saddle grout placement. Also see their diaries for the water/grout quantities, grout specific gravity, pertinent temperatures, efflux times, and when samples were taken for compressive tests.
- See Alex Schmidt's diary for pertinent times and conversations with the contractors personnel.

Attachment



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Conco carpenters sealing the formwork on the top of the middle section of the W2W west deviation saddle formwork.



Conco carpenters monitoring the formwork for any leaks on the top side of the W2E west deviation saddle.



Due to the limited supply of cementitious grout ABF had 55lb bags onsite which appeared to be weathered and hardened.



Additional kickers/braces placed prior to grout placement at the W2W west deviation saddle given the form blowouts on the W2E forms.



The grouting operation for the west deviation saddles began approximately around 8:45am.



Conco laborers placing grout into the top inlet port for the W2E west deviation saddle grout pad.

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Conco carpenters took approximately a half an hour to seal the forms prior to resuming grout placement in the W2E west deviation saddle.



First leak/form blowout of the day on the bottom of the W2E west deviation saddle formwork on the bottom 1/3 section of the saddle segment assembly.



Grout seen coming out of the top of the top of the W2E west deviation saddle formwork for the second time after the first major leak.



It was estimated that one to two cubic yards were discharged from the forms from the first leak at the W2E west deviation saddle formwork.



Mixing operation on top of the W2 cap beam which appeared to provide efficient grout to the forms.



Ready mix trucks placing and making grout.

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The 2nd grout leak in the W2E deviation saddle forms occurred at 1:00pm (4hrs into the grout placement) as Conco carpenters & laborers began repairs



After the first leak grout had to ejected through the outlet ports again to ensure proper placement.



Conco carpenters constructing additional forms/braces to help provide support for the formwork already in place.



Conco carpenters & laborers began repairing the second grout leak in the W2E deviation saddle forms.